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Hongkong Daily Press.

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No. 14,640 號十四千四萬一第 日五初月五年十三緒光 HONGKONG, FRIDAY, MARCH 10th, 1905. 五拜禮 號十月三年五零百九千一英港香 PRICE, \$3 PER MONTH.

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PORTLAND CEMENT.
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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a2866]

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KENNEDY TOWN TO POST OFFICE
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First Class ... 10 cents
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CAUSEWAY BAY TO SHAUKWAN
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existing stock will be used. The value of the
ticket issued will be stamped thereon and the
Section punched will indicate the limit of
destination of the passenger.
J. GRAY SCOTT,
General Manager.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, 20th January, 1905. [a416]

NOTICE.

THE TERMINUS STORES,
GENERAL STOREKEEPERS, COMMISSION AGENTS.

MOST respectfully beg to inform the
Public that they have opened a Store
in this Colony at Nos. 60 and 61, ELGIN
ROAD, KOWLOON, under the Style of the
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kinds of orders, which will be attended to and
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to be favoured with the kind Patronage of the
Public.
Hongkong, 9th March, 1905. [a660]

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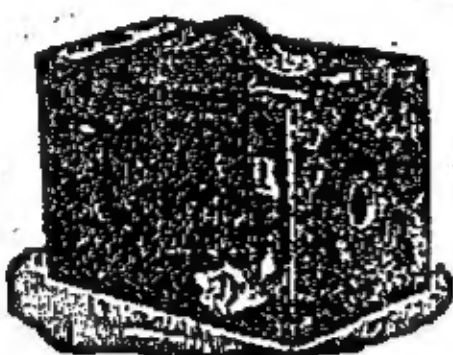
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Cool Rooms, Comfort of Residents, and the
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Hongkong, 7th October, 1904. [a43]

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Hongkong, 15th August, 1904. [a39]

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drink no water at all or to drink only distilled water."—St. James' Gazette.

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15, Queen's Road,
Hongkong, 3rd March, 1905. [a37]

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PORT WINE, INVALIDS	20.00
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"	16.00
LA TORRE	40.50
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S. MINAMI, Manager, Hongkong. [117]

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Hongkong, 2nd February, 1905. [a36]

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Aunt Hilda, by Margaret ...	1.75
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Hongkong, 10th January, 1905. [200]

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Prices & Estimates on Application.
No. 1, QUEEN'S ROAD, EAST.
Hongkong, 17th January, 1905. [125]

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BOAT CO., LD., is prepared to supply
ANY QUANTITY OF PURE FRESH
WATER to the Shipping, both for Deck and
Boiler.
Call Flag W.

J. W. KEW,

Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1905. [250]

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BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine
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FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1905. [151]

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Terms: \$3.50 per day.
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Hongkong, 13th January, 1905. [23]

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Hongkong, 18th March, 1904. [12865]

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Hongkong, 1st January, 1905.

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DEPARTMENT.

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Swatow, 9th June, 1904. [216]

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131 Bedrooms.

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Town Office: 7, DUBBEL STREET. [a14]

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Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
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Hongkong, 10th June 1905. [a 6]

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Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.

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For Terms, apply to the
MANAGER.

Hongkong, 31st October, 1902. [a43]

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HAS been re-opened under European
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One steamer (ss. "Heungshan"), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
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Cable Address—"BOAVISTA."
For Terms, apply to
[a241] THE MANAGER.

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.

WM. FARMER,
Proprietor.

[a586]

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PLATED GLASS AND CHOCOLERY
WARE, &c., &c., and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [272]

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NOTICE TO CORRESPONDENTS.
Our communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
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P.O. Box, 25. Telephone No. 12.

The Daily Press.
HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, MARCH 10th, 1905.

High politics have no concern in the present comments on the third Blue Book containing "Further papers relating to Tibet." It contains much more than there has been time to digest in the brief period elapsed since its arrival in the Colony; but a superficial reading of its more important parts does not suggest much modification of what we have said about the Anglo-Tibet war on previous occasions. Reading the reports and explanations from Colonel YOUNGHUSSELD, we are inclined to the view that the Mission accomplished more than we had given it credit for. The admittedly stupid character of the Tibetans made us fear the necessity would arise to do much of the costly and hard work over again. The Chinese resident at Lhasa, Yv Tai, calls them "cunning and insincere to a degree." They are also mulish and absolutely ignorant of outside affairs; and the position is further complicated by Russian intrigue. The BRITISH COMMISSIONER heard that "the DALAI LAMA would never have opposed us if DORJEFF had not led him to believe that Russian support would be given him." Colonel YOUNGHUSSELD himself reported how "excessively unbusiness like and impracticable" were the Tibetan delegates. Yet in spite of all this, and after almost incredible patience and much diplomacy of the highest type, our Commissioner got not only all he was asked to get, but a little more, the necessity of which became apparent during the negotiations. When the Tibetans discovered that their bravado was by no means so invincible as they had superstitiously imagined, and that the white men, whose overtures

they had continuously treated with marked contempt, kept coming on, they awoke to the fact that the situation was serious. They did not yet know how serious, and continued their opposition in another form, that of promising and pleading, and repenting controverted arguments over and over again. All this, however, scarcely needs repetition. The immediate point is that Colonel YOUNGHUSSELD discovered beyond a doubt that the only thing they really feared was the presence of foreigners in Lhasa. He had orders to go there to conclude a treaty, but he saw enough to satisfy him that the moment he and his men turned their backs on Lhasa, the new treaty would be of no more value than the old. Having got what they wanted, the departure of the invaders, the Tibetans would not anticipate a speedy return, knowing the natural difficulties attending a trip to their fastnesses. With a shrewdness that should redound to his credit, Colonel YOUNGHUSSELD saw a reader and a clearer means of holding the treaty makers to the agreements they now seemed suspiciously eager to make and be done with. He got them to agree that the Trade Agent at Gyantse should have the right of access to Lhasa, it being understood, doubtless, that his obnoxious presence would not be thrust upon them unless it became necessary to remind them of branches of agreement. The SECRETARY OF STATE for India, annoyed that a strong man should do something sensible without red-tape preliminaries, and claiming that this matter had been "carefully considered" beforehand, wrote a censorious despatch for which he deserves to be pilloried. What is the "careful consideration" of a stay-at-home mob of yawning officials worth, as compared with the deliberate action of a competent man on the spot? Our contemporary the Times remarks:—"That achievement, as Lord Amthill emphatically states, in the last despatch addressed by the Government of India to the Secretary of State, is 'mainly due to the conspicuous tact, ability, and constancy' displayed by Colonel YOUNGHUSSELD during the whole course of his arduous negotiations." If, continued Lord Amthill, "in one particular the Commissioner has failed to earn the approval of His Majesty's Government, we feel confident that when the importance of what he has achieved, taken as a whole, has been more fully realised, His Majesty's Government will not withhold from him a generous measure of approval." We cannot improve upon the dignified language in which Lord Amthill thus indirectly rebuked in anticipation the course which the SECRETARY OF STATE for India has chosen to adopt. It will be an evil day for the Empire when Ministers at home shall set about to discourage by childish strictures the readiness of public servants abroad to assume responsibility in cases of extreme difficulty and urgency. It is this highest form of courage which has helped more than any other quality of our race to build up and preserve the British Empire."

We do hope that an over-anxious dignity will not prevent other influential papers at home from calling a spade a spade, and so, perhaps, putting a stop to the harmful influence of such official (or officious) mediocrities, whose handiwork, we may add, was almost equally apparent in connection with the earliest efforts of our pioneers on the frontier.

The French Mail of the 7th February was delivered in London on the 8th inst.

Mr. J. Ross Young, of the *s.s. Nankin*, won the Hankow Golf Club Championship.

Kowloon School, recently closed on account of diphtheria, was re-opened yesterday.

Lord Hawke and another celebrated cricketer, name not known, are expected at Hongkong, and will take part in a cricket match on Saturday. A special tiffin and other arrangements have been made.

The Bank of Japan finds its loans returning on its hands. Its unsecured note-issues are now below the legal limit. The Bank's loans to private individuals total 41 million yen; its loans to the Government, 42 million; its note-issues, 247 millions; and its specie reserve 127 millions.

Why, asks the *Japan Mail*, don't more professing Christians attend public worship? This is a question which certain Japanese Methodists have been asking of late. The answers given, which have been published in full in the Methodist organ, the *Gokyo*, may be summed up in a sentence. The services don't attract most of the people for whose benefit they are held; the doctrines preached are not those which educated men want to hear preached. Dr. Takagi, the editor of the *Gokyo*, observed sometime back that the reasons which keep people away from Church are pretty much the same in Japan as in Europe and America.

We are glad to notice that the learned Chief Justice has reconsidered the question of solicitors being allowed to cross-examine debtors at their public examination in bankruptcy. It is not a matter of importance to solicitors only. When we ventured, in a former paragraph, the opinion that His Lordship should reconsider his decision, we pointed out that it was a matter of commercial importance.

Before Mr. F. A. Hazeland at the Police Court yesterday, August Richter and Gus Rovel, two of the crew of the Steamer *Queen Louise* were charged at the instance of Inspector Gould with assaulting the Police and refusing to pay rishia hire on Wednesday night last near Jardine's Bazaar. The first defendant was fined \$15, and ordered to pay \$1 compensation for damaging the constable's uniform, while the second was fined \$5 and ordered to pay 20 cents rishia hire.

CITY HALL.

The annual meeting of shareholders in, and subscribers to, the City Hall was held in the hall yesterday afternoon, when there were present:—Hon. W. J. Gresson (Chairman), Mr. F. B. L. Bowley (Secretary) and Messrs. H. E. Pollock, K.C., N. A. Siebs, W. B. Layton and H. K. Mody.

ANNUAL REPORT.

The CHAIRMAN in moving the adoption of the annual report and statement of accounts, already published, said:—Gentlemen—As you have no doubt carefully studied the report and accounts, I propose with your permission to take them as read. During the year a sum of \$3,508.75 has been expended on the property, in addition to \$1,530.50 on ordinary general repairs, and our architects report that the condition of the building is satisfactory. The fire service, under the supervision of the fire brigade, has been brought up to date. The accounts must, I think, be considered satisfactory, showing as they do, a credit balance of \$2,229.82 after payment of the expenditure on the roofs and theatre. About 16,000 persons visited the library during the twelve months, as against 23,000 for the eighteen months covered by the last report, which proves that the public continue to appreciate this part of the institution. On behalf of the members of the committee, I desire to express their appreciation of the active interest taken in the institution by our Secretary, Mr. Bowley.

Mr. Mody seconded the motion, which was unanimously carried.

This concluded the public business.

DALLAS-BANDMANN COMPANY.

"THE CINGALESE."

The Dallas-Bandmann Opera Company staged *The Cingalese* at the Theatre Royal for the first time last evening. Miss Queneo Strachan was the native tea girl Nanyo, and sang the "Cinnamon Tree" and "Ele Eyes" in a very charming manner. Miss Bel Luscombe in the part of Lady Patricia Vane adorned the most of her opportunities and was heard to great advantage in "My heart is at your feet" and "You and I." In the small part of Naitooma Miss Yella Nicoll did very well. Miss Dolly Vard-n in the part of Peggy was associated with Mr. Henry Dallas in most of the humour of the evening, their duets being well received. Mr. Henry Dallas was that of Chamberlain Ram He was responsible for a deal of amusement. His songs were "What is the matter with Cham" and "The English Boy." Mr. Andre Kaya in the part of Harry Verickes, used his fine voice to great advantage in the songs "Pearl of Sweet Ceylon" and "My dear little Cingalese." Mr. Edgar McIntyre in the small part Bobby Warren was all that could be desired. He sang "The Land across the Sea" in a well-trained tenor voice. Mr. Jamie Dallas gave a "devil dance" in the second act which was exceptionally good. Miss Jessie Williams also gave a solo dance, a very clever dance indeed. One particularly good item in the programme was a quartette, "True love," rendered by Mr. Edgar McIntyre, Miss Bel Luscombe, Miss Queneo Strachan and Mr. Andre Kaya.

FOOTBALL.

H.K.F.C. v. "THE CROCKERS."

This match was played on the Club ground at Happy Valley yesterday.

H.K.F.C.: Goal, F. C. Hall; Backs, W. G. Leach, G. E. Morrell; Half-Backs, Davies, G. B. Macdonald, E. F. Annett; Forwards, R. Mopherson, T. E. Pearce, A. O. Lang, H. C. Gray and P. Henderson.

The Crocks: Goal, D. Wood; Backs, P. G. Davies and H. W. Looker; Half-backs, C. Forsyth, J. W. C. Bonner, and C. T. Kew; Forwards, A. R. Lowe, N. H. Rutherford, E. Hancock, H. Hancock, and L. J. C. Anderson.

The Club led the attack on the Crocks' goal shortly after play began. Pearce made sure of his first shot and put the Club one up. Shortly after this, as the leather reached mid-field, R. Hancock got on to it, made a fine dash across the field, and was successful in a shot, thus equalising matters.

Half-time: H.K.F.C., 1; Crocks, 1.

The second half found the play surging in the vicinity of the Crocks' stronghold. Bonner drove the leather into Club territory and again R. Hancock got on the ball and was successful in his second attempt, putting the Crocks two up. Throughout the second-half play was mostly before the Crocks' posts, but they kept a back was always there when needed. Henderson, however, succeeded in getting a second one in for the Club over the whistle sound.

Result:—H.K.F.C., 2; Crocks, 2.

TELEGRAMS.

[REUTERS'S SERVICE.]

AMERICAN CONSULAR APPOINTMENTS.

LONDON, 7th March.

The following having been appointed American Consuls-General:—

Mr. Sammons at Newchwang, Mr. Miller at Yokohama, and Mr. Rodgers at Shanghai.

RUSSIA.

LONDON, 7th March.

The Tsar has ordered the closing of the Labour Commission mentioned in telegram of the 2nd instant, owing to the refusal of the workmen to elect representatives.

THE WAR.

[BY COURTESY OF THE JAPANESE CONSUL.]

KUROPATKIN RETREATING.

TOKYO, 8th March.

Marshal Oyama reports that the enemy, beaten in every direction, commenced to retreat on the early morning of Wednesday and our army is in vigorous pursuit.

THE SANCTITY OF MUKDEN.

TOKYO, 9th March.

To respect the sanctity of the place whence arose the Imperial Dynasty of China, and to preserve peace and tranquillity among the Chinese inhabitants of Mukden, Marquis Oyama, in giving an order for the general pursuit on the 8th inst., issued strict prohibitions to his troops against any irregularity within the walls of that city.

PRESSING TOWARDS MUKDEN.

TOKYO, 9th March.

The following report was received on the morning of the 9th instant:—In the direction of Hingking our detachment, having dislodged the enemy at Manchun district, continues a pursuit. In the direction of Shaho, in the region east of the railway, the enemy having shown signs of wavering, we commenced a general attack at midnight on the 7th inst., and dislodging the enemy from the positions are now pressing him to the basin of Hanbo. The whole district, from the west of the railway to the left of Hanbo, has already fallen into our hands.

On the right bank of Hanbo the enemy, near Yanshihuan and Likunpao, continues an obstinate resistance and his repeated counter-attacks were repulsed with great loss; we are gradually pressing towards Mukden.

In the district north of Mukden we met a stubborn resistance, but have already captured Heiaochitun, five miles north-west of Mukden, Pachiatsu, one mile north-east of Heiaochitun, and Santaitzu.

We destroyed the railway to the north of Mukden. Since the 7th inst. the enemy frequently fired vigorously on our dead and wounded on stretchers and carts in the field west of Ningkuantun.

[REUTERS'S SERVICE.]

WITH GENERAL OKU.

LONDON, 7th March.

Reuter's correspondent with General Oku's army, wiring on the 5th instant, says that the attacks of the Japanese left wing since the 23rd ultimo have been pushed home in the face of tremendous difficulties, amid heavy snow storms and with star shells and searchlights lighting up every movement. They carried trenches defended by wire entanglements and bristling with machine guns at the point of the bayonet, despite the stubborn resistance of the Russians. The latter are now retreating in disorder, the men discarding both arms and clothing in their flight.

The Japanese have captured a number of six-inch guns and machine guns. The attacks of the Japanese were covered by the most furious bombardment, all the Port Arthur siege guns being employed with terrible effect, pulverizing villages and earthworks, and demoralizing the Russians.

In the meantime the fighting in the centre is confined to the artillery.

LATEST STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of China* arrived at Kobe at 12.30 p.m. on Wednesday, the 8th inst., and left again at 4 p.m. same day via Nagasaki for Shanghai, where she is due to arrive at 3 p.m. to-morrow.

The C.P.R. steamer *Tartar* left Vancouver for Hongkong via usual ports of call on Tuesday, the 7th inst. p.m.

The Great Northern steamer *Minnesota* will leave Manila for this port on Friday morning, the 12th inst., and is due here on Tuesday morning, the 14th inst.

SUPREME COURT.

Thursday, 9th March.

IN BANKRUPTCY.

BEFORE SIR H. S. BURNLEY (CHIEF JUSTICE).

Warrants were issued for the arrest of the debtors in the following cases in which the debtors failed to appear:—Loong Sing ex parte Fun Tak Hong; and Pang Hang Shek (Xan Shang) ex parte Cheung Yam Chun.

At the conclusion of the bankruptcy proceedings, His Lordship said:—The last time I sat here, I held that solicitors were not entitled to take part in public examinations. I think I was right, but to uphold that view would be to exclude solicitors from a voice in this Court. I think, therefore, that members of the bar are entitled to speak for creditors in the Court. Solicitors in this Colony have no right under the Ordinances to cross-examine at public examinations as is the case in England. In the Ordinances of this Colony there is no such provision; but it has evidently been supposed that they had a right. Therefore, I am willing to allow it. Solicitors will be allowed to take part in the proceedings in future. I make this explanation in view of what I said last time.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCOMBE SMITH (PUNISH JUDGE).

THE HEP LOONG Y. WEISMANN, LD.

This was a claim for \$648 for biscuits supplied. Mr. P. W. Goldring (of Mr. G. K. H. Brutton's office) appeared for the plaintiff shop, and Mr. H. E. Pollock, K.C. instructed by Mr. Almada e Castro for the defendant company.

Mr. Goldring said:—In this action the plaintiff claims \$648 due for 200 tins of biscuits supplied by the plaintiff to the defendant, altogether 10,800 lbs. of biscuits at \$648. The facts are that on the 18th December last the complainant of the defendant company sent a *foke* around to the plaintiff shop and asked the manager to see him. The manager went around, and the complainant asked him what quantity of biscuits of a certain kind he could supply. He said 50,000 lbs. in a month at 6½ cents per lb. This was accepted, and the plaintiff then went on baking biscuits, and on the following day Mr. Weismann came around and inspected some of the biscuits, and signified his approval of them. On the 18th December, the following day, Mr. Weismann called and took samples of the biscuits which were marked in Chinese ink by the manager. On the 20th December 200 tins of biscuits were delivered on the *Praya* to the defendant; the tins contained 54 lbs of biscuit each. These biscuits were sold under a tin. These tins were examined by Mr. Weismann in the presence of the plaintiff's manager, and were found not to be according to the quality, but the defendant refused to take delivery. The plaintiff then took them back. On the 22nd December, Mr. Weismann called in person at the plaintiff shop and interviewed the manager with the assistance of a European interpreter, and offered to take the rejected biscuits at 5½ cents per lb. provided that he had the right to make a selection from the rejected biscuits, and biscuits being baked. After some discussion the original order was amended, and the plaintiff received an order for 15,000 lbs. of biscuits at six cents per lb., it being provided that the defendant or his representative should be permitted to select the biscuits. On the 30th December, Mr. Weismann and another European called at the plaintiff shop at eight o'clock in the morning, and at their request the plaintiff unpacked the tins. Biscuits from 200 tins were put into baskets in the shop, and the defendant started to pick out biscuits from these baskets. At nine o'clock Mr. Weismann left, leaving a European baker in charge. The biscuits were pointed out by the European and the plaintiff's *foke*, who put them in tins which were sold under by the employees of Mr. Weismann, working on the Hop Loong premises. This was continued all day till eleven o'clock at night. During the whole of that time either Mr. Weismann or another European was present selecting biscuits, and the tins were marked in German by one or the other of them. The tins were left in the shop till the 31st December, when 45 tins were delivered to the defendant at Blake Pier, and the balance on the 2nd January at the same place. On the 3rd January Mr. Weismann and his baker called and after examining the remaining biscuits in the baskets refused to take delivery of them. The other biscuits were sent to Singapore by the defendant company, where they remained some time, and arrived back yesterday. The defendant refused to pay for 10,800 lbs. of biscuits at six cents per lb.

The Court adjourned before the plaintiff's case was concluded.

By kind permission of Major Radcliffe and officers, the Band of the 83rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, this (Friday) evening:—

March... "The Stars and Stripes for ever" Souza
Entr'acte... "La Lettre de Manon" Gillet
Selection... "Kitty Grey" Monckton
Valse... "The Officers" Coote
Lancers... "Her Majesty's" Solomon
Selection... "The Reminiscences of the Plantation" Chambers

Dance... "Barn Dance" Kitty Hall
Menuet... "Hors D'Envers" Water Crest, Ymatoes and Cavare on Toast. Soups—Turkish Soup, Italian Soup. Fish—Fried Fish. Entrees—Salmon of Wild Duck, Grilled Fillet of Beef and Chipped Potatoes, Quail in Jelly. Joints—Roast Leg of Mutton, Boiled Capon, Capon Sauce, Cold York Ham. Curry—Curry Eggs, Celery Salad. Vegetables—Boiled Potatoes, Mashed Potatoes, Green Peas, Fried Pumpkins. Sweets—Plum Pudding, Fruit Pie, Vanilla Ice Cream. Finger Cakes. Fruits in Season. Tea and Coffee.

The Court adjourned before the plaintiff's case was concluded.

By kind permission of Major Radcliffe and officers, the Band of the 83rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, this (Friday) evening:—

March... "The Stars and Stripes for ever" Souza
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THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ANNUAL MEETING.

The thirty-sixth ordinary meeting of the China Fire Insurance Company, Limited, was held at the Company's offices, No. 3, Queen's Road Central, at noon to-day. Mr. E. Goetz (Chairman) presided, and there were also present: Hon. Mr. R. Shewan, Messrs. N. A. Siebs, H. W. Slade, A. Haupt, A. G. Wood, E. Shollin, E. S. Joseph, J. J. Leiria, A. J. V. Ribeiro, W. H. Wickham, Captain Goldard, Tong Lai Chuen, Chan Pat, D. M. Conceicao, F. Smythe, P. M. N. da Silva, A. H. M. da Silva, Hon. Wei Yuk and C. Pemberton (acting secretary).

The SECRETARY read the notice convening the meeting.

The CHAIRMAN said:—Gentlemen, the Directors' Report and Statement of the Company's accounts for the past year having been in your hands for some time, I will, subject to your approval, now adopt the usual course and take them as read. You will, I am sure, have noticed with great pleasure the extremely favourable out-turn of the year 1903, which has resulted in a profit of \$236,374.17, the loss ratio being 43.85 per cent. of the premium income, as compared with 41.71 per cent. for 1902. With your approval we propose to deal with this sum as follows:

Dividend of \$6 and bonus of \$1 per share ... \$1,400,000.00
Add to extra reserve fund ... \$2,364,171.17
Bonus to office staff ... 4,010.00

\$3,768,171.17

We are again, I am glad to say, in the happy position of being able to recommend a Bonus of \$1 per share, in addition to the usual dividend of \$6 per share, and also to transfer the sum of \$2,364.17 to the Extra Reserve Fund, which will then stand at \$218,039.73. Such results, however, cannot be expected every year, and your Directors cannot impress upon you too strongly the advisability, in the best interests of the Company, of continuing to build up the Extra Reserve Fund. Bad years may come and we may be in the unfortunate position of having to show a loss instead of a profit. This fund would then, we hope, enable us to continue our dividend, and its utility in this respect has been already twice proved in 1898 and 1901, when, but for its existence, the dividend would have had to be decreased. Turning now to the Balance Sheet, the amount under the heading of Investments shows a decrease of \$110,960.42, which is principally accounted for by the fact that the Hongkong and Kowloon Wharf and Godown Co's Debentures, of which the Company held \$103,122.50, have been repaid. On the other hand, Loans on Mortgage show an increase of \$168,500, the other items remaining much the same. The balance at the credit of Working Account 1904 is \$219,774.35, which is considerably above the average, although \$98,673.13 less than the sum carried forward last year. This is accounted for by losses being unusually heavy, being \$139,902.29 as against \$46,273.55 in the 1903 account. Fires were very numerous during the year, especially in Shanghai, and the two fires in Kowloon Godowns here will be still fresh in your minds. Our Premium and Interest Accounts both show satisfactory increases, the former of \$87,450.46, and the latter of \$8,749.80. During the year we commenced doing business in Calcutta and India generally and so far this has proved very satisfactory. We also have opened an Agency at Chinsungwong. Our outstanding liabilities in Japan also ran off without, I am glad to say, any further losses. I will now move that the Directors' report and statement of accounts for the year 1904 as presented be adopted. After this has been seconded, I shall be pleased to answer any questions that may be put relating to business before the meeting.

Mr. ORANGE:—I have very much pleasure in seconding the motion and also to congratulate the Board and the acting secretary on the excellent figures produced before us. I have also to thank, on behalf of the shareholders, the Chairman for his very excellent speech, which certainly gives us very much more information on the working of the Company than is usual at ordinary meetings.

The motion was unanimously carried.

The appointment of the Hon. R. Shewan was confirmed on the motion of Mr. LEIRIA, seconded by Mr. SILVA.

Mr. RIBEIRA proposed the re-election of Messrs. H. W. Slade and A. Haupt to the Board of Directors. Mr. SMYTH seconded and the motion was carried.

Messrs. W. H. Potts and A. R. Lowe were re-elected auditors, on the motion of Mr. JOSEPH, seconded by Mr. WICKHAM.

The CHAIRMAN:—That is all the business, gentlemen, thank you for your attendance. Dividend warrants will be posted this afternoon.

THE COTTON INDUSTRY IN JAPAN.

Although the industrial record for 1904 in Japan was remarkably satisfactory considering the existence of a state of war, the cotton-spinning industry undoubtedly suffered. Statistics published by the Department of Agriculture and Commerce show that whereas the number of working days per month in 1903 was 26.65 on the average, it fell to 25.70 in 1904; the number of working hours per day declined from 24.46 to 20.50, and the average number of workmen diminished from 74,791 to 62,670. These figures, if reduced to percentages, represent a fall of 2.8 per cent. in days, 4.4 per cent. in hours and 14.8 per cent. in workmen.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 9th at 11.55 a.m. The barometer has risen over the E. coast of China, and fallen slightly on the S. coast.

A high pressure area is lying over N. China, and gradients are rather steep in the Formosa Channel and N. part of the China Sea, where strong monsoon may be expected to prevail.

Forecast:—Strong N.E. breezes; overcast, some drizzling rain.

INTERESTING ASSAULT CASE.

LIEUTENANT V. COXSWAIN.

The hearing of this case, in which Lt. Dobbin, R.G.A. charged Chung Tim, coxswain of the steam launch *Kwong Hing* with using abusive language and being guilty of conduct calculated to provoke a breach of the peace, and in conjunction with others assaulting the complainant on the 24th February last, was continued before Mr. F. A. Hazell at the Police Court yesterday. Since our last report the defendant has taken out a cross summons for assault. Mr. Looker appeared on behalf of the complainant and Mr. R. A. Harding represented the defendant.

Sun Luk was the next witness for the defence. He said: I am the fare collector on the steam launch *Kwong Hing*. I was on board at Shaukiwan on the 24th February last.

At this stage, Mr. Looker drew the witness's attention to the defendant, who was sitting at the witness, and defendant was turned about so as to look in another direction.

Witness continuing: I saw the defendant on board, but do not know when he arrived. Shortly after leaving Shaukiwan, I went round to collect the fares. I went to the complainant, but did not get his fare, although I asked him for it. I do not know what he said when I asked him for it. I then asked defendant to go and ask him, while I went on with my collecting. When I got to the stern of the launch I heard a disturbance. It took me about a quarter of an hour to get to the stern. I saw the complainant holding defendant by his throat with both hands, and pressing him down on to the deck. I next saw a few of the passengers dragging the complainant away, after which defendant got up and walked away. The complainant then gave chase. He caught the defendant and both of them fell down by the side of the funnel, the complainant on top. Again a few passengers pulled them apart. Defendant said "Don't let him go; if you do he will kill me." The passengers did not let him go; they pressed him down. At this time the launch was close to the wharf. When we got alongside we saw a hukong standing on the wharf. The passengers then let the complainant go, and defendant and a few others went up to the Police Station. I went with them, but do not know what took place there, as I cannot understand English. The witness Naddal (produced) was not on the launch. There was an Indian on board, but I was a taller man.

Cross-examined by Mr. Looker: Complainant's cap fell on board, so the defendant said. I did not see it go over. There were between thirty and forty Chinese passengers on board. As I said before, I was at the stern when I heard the disturbance. I turned my head to see what was going on, but it did not move. The pressing down of defendant by the complainant took place at the bow. I said so this because there was a clear passage from the stern to the bow. The passengers pressed the complainant down for about a moment. I was not in the office when the summons was served on the defendant. I was on the launch. The defendant was also on board when the summons was served. I did not see it served on him. The ordinary time for the launch to start is not 7.30. When one launch arrives the other departs.

Re-examined by Mr. Harding: There is no time put up at which the boat leaves. The complainant did not ask me to look for his cap. Twice the complainant held the defendant on the deck. The second occasion was after the complainant had chased the defendant. When the passengers pulled the complainant off the defendant in the first instance they let him go.

Chiu Tong stated: I was a passenger by the steam launch *Kwong Hing* on 24th February last. I saw the complainant sitting on a form at the bow. The defendant was steering the boat. The defendant came up and was heading down with his hands on his knees talking to him. I was about four feet away. I did not see anything much. They were just talking and all of a sudden they fought. I first saw the complainant showing his watch to the defendant, who had a look, and afterwards went back to the wheel. He left the wheel again to go and speak to the complainant. While they were talking I saw the complainant get up and take off his coat and give the defendant a blow on the head. The blow felled defendant to the deck.

Complainant then got on top of the defendant, pressed him down and caught hold of him by the neck. Then four passengers went and separated them. The defendant went and stood by the wheel, while the complainant sat down on the form. They spoke to each other again, but I did not understand what they said. After speaking for awhile defendant ran and complainant chased him. When they were running near the funnel, the complainant caught hold of the defendant and both of them fell to the deck, the officer on top. The passengers went to save the defendant. They pulled the complainant off, and as defendant got away he called out: "Don't let him go; if you do he will kill me." The passengers then held complainant by the hands. At this time the launch had run alongside the wharf. A constable came on board and all parties went to the station.

Cross-examined by Mr. Looker: When the fight took place I was standing by the wheel in front of the funnel. Most of the passengers were sitting on two forms over the boilers and in front of the funnel. When the defendant left the wheel his assistant took it.

Sergeant O'Sullivan stated: On the morning of the 24th ult. I was on duty at the Hongkong Police Station. The defendant, the complainant, Sun Luk, another Chinese and P. C. 196 came to the station. The complainant stated in presence of the defendant that he boarded the launch at Shaukiwan. The coxswain was very slow in starting from Shaukiwan, and he spoke to him about it. He said the launch left about

8.15 a.m. Shortly after leaving, one of the Chinese came round and asked him for his fare. He then said something about his fare and his card. Shortly afterwards the coxswain threw some rice from a mug which went over his (the complainant's) clothes. He said he asked the coxswain what he meant, and the coxswain called him a d-folt, and used some other insulting language which he would not repeat. Complainant said he then attempted to strike the coxswain, but did not actually hit him. I then asked the defendant what he had to say. He said the complainant boarded the launch at Shaukiwan at 7.15 a.m. On the way across the complainant got very abusive, and finished up by striking defendant on the cheek bone with his fist. I examined the defendant's face and his two cheek bones appeared to be swollen. He told me he was struck on the left cheek bone. On looking closely at his face, I came to the conclusion that the right cheek bone was a little more swollen than the left. Both appeared red. I asked him the reason, if he was struck on the left, that the right cheek should be more swollen. He said when he was struck he fell. I then asked him if he wished to bring a charge against the complainant and he answered: "No, I am a business man." I told the complainant that from what I could see, he appeared to be altogether in fault, and that it was a serious matter interfering with the coxswain of a launch while under way. I asked him if he wished to bring a charge against the defendant. He answered: "No, I don't wish to take the matter to court." He also made the remark "I have no charge to bring." I then asked him if he wished me to go on board the launch to search for his cap, and he replied: "No, I don't think it is on board now."

I asked him about his cap because he said something about defendant having taken it. The complainant on leaving said "Thank you," and appeared to be quite satisfied about the matter. When the defendant said he did not wish to bring any charge against the complainant I entered it in the "refused charge book."

After hearing the addresses of the solicitors for the complainant and defendant, His Worship found that the action of the complainant in the beginning was unwarrantable. He referred to that part of the story where the complainant claimed as a matter of right, inasmuch as the launch was late in starting, that it was not necessary to pay any fare. With reference to the law on the subject, it had been settled over and over again that a person travelling on a conveyance or railway, who refused to give up his ticket, was regarded in the light of a trespasser, and the railway officials were entitled to consider him as such, and put him off the carriage at the next station. He found as a fact that the defendant did go up and catch the complainant by the arm in a very irritating manner, and the language used by the defendant was such as would be calculated to create a breach of the peace, wherefore His Worship felt bound to convict him on the two charges on the summons. As to what happened afterwards, His Worship found that the complainant did strike the defendant, and although the defendant used language liable to create a breach of the peace, the complainant was not justified in assaulting him because he used that language. The conduct of the defendant was of a very irritating nature, and what really happened was that the complainant lost his temper. With reference to what occurred afterwards, the evidence was very conflicting, and in His Worship's opinion a general fight ensued. He did not propose to inflict any penalty on the defendant considering the facts of the case, beyond ordering him to be bound over in the sum of \$100 to keep the peace for six months.

The cross-summons issued by the defendant's solicitor was withdrawn.

"OLD HONGKONG."

The Rev. T. W. Pearce last evening delivered a very interesting lecture on "Old Hongkong" to members of the Union Church Literary Club. He said that the name "Hongkong" meant pleasant port or port of fragrant streams. There was no evidence that the Chinese named Hongkong. What the Chinese called Hongkong was the port of Aberdeen. Why this place was called the port of fragrant streams was a question; the smell there was decidedly fishy (laughter). But the Chinese did call that place Hongkong, and still called it so. How did the whole island come to be called Hongkong? It was a fact that European vessels went to Aberdeen to take in water from a not very fragrant, but fresh water stream—the brook flowing by the paper mill. It is probable that these people were told that the place was called Hongkong, and the name thus became applied to the whole of the island. The Chinese, though, had names for the different parts of the island. The northern part was called Potticoat string. Why? A lady with a poetic inclination had attempted to answer this question in an advertisement book of one of the steamship companies. She said the roads looked like ribbon bound around the hill-side. In the old days Hongkong, from the other side of the harbour, looked very much like what the Kowloon side of the harbour looks like to-day from the Hongkong side. There was then one road around the northern side. Tiers of the sea used to tow their junk there. That was where Des Vaux Road and a part of Queen's Road were now. From the opposite shore, that road was a white mark, and the Chinese, perhaps, thought that it looked like a petticoat string.

Hongkong was a wooded island, the lecturer said, at the end of the thirteenth century. There was primeval forest on both sides of the harbour. The hills of what is now known as Hongkong Island were used as places for the pirates to keep a lookout from—the man who puts up signals about incoming steamers, you see,

had his predecessors" (laughter) predecessors, though, keeping a lookout for less peaceful purposes. About 100 years ago a celebrated pirate had his lookout stationed there.

Speaking about crime, Hongkong, at a later date, during the British occupation, had been a notorious place for robbery. The Chinese made use of the European drains to enter and rob houses. Robbers in this way got into the Bank of India, at Hongkong, and succeeded in making off with \$100,000. Twenty-two prisoners escaped from Victoria Gaol in the same way; and Dr. Legge told of how he was able to inform the Government of another plot, thus preventing sixty more prisoners from escaping. The criminals in those days tunneled to the drains.

Three classes of Chinese settlers came to Hongkong. From 250 to 300 years ago the Punti people came from the heart of the great Tung Kun District, which in those days, before the province of Sun On was cut off, was the Yorkshire of China. Hongkong formed a part of the Sun On District when it was taken over by the British. These Punti people devalued the hill-side of its trees, clearing the ground for cultivation. After the Punti came the Hakka people, from the north-east of the province. Whereas the Punti had cut down the wood, the Hakka even cut down the grass. Between the two they left a great deal of work for the present day Afforestation Department, both at Hongkong itself and at Kowloon. There were two groups of villages in the Colony. The Punti speaking villages, including Wong-nai-chong, Tung-lung-chai, Pok-fu-lam, Chik-chu (Stanley), in former days the capital of the island and Shek-o. Two Hakka villages were Tung-lo-wan and Tai-tan-tuk. Thirdly the Hoklo people came from the region of Swatow. These people formed no villages of their own but settled in existing villages such as Shau-ki-wan, Cheung-chow (Long Island, the right of Macao), and Yam-sai and Hung-hom on the mainland. These Hoklos were terrible fellows for piracy and smuggling, and a great deal of trouble arose through their mixture with the other people. It was only right to say, however, that these Hoklo people were the nucleus of the Chinese who had done so much under the European occupation. The lecturer questioned if there was ever a spot of earth where enterprise had done so much. If the British founded colonies in the eastern seas, the Chinese developed them, and these Hoklo people were the nucleus of those who did it so developing.

Dr. Eitel had humorously described Hongkong as British. It was the offspring of a marriage alliance concluded at Canton in 1663 between the East India Company on the one part and the Chinese Government on the other. It was an ill-assorted marriage, one party having free-trade notions and ideas of international equality, and the other having unimpaired ideas of monopoly and possessing claims of political superiority over the Universe. Divorce was bound to come and this was pronounced at Canton by Commissioner Lutz; and Captain Elliot secured Hongkong for the British.

The Chinese had been dominated by a system of monopoly. For countless centuries the son had copied the father, and the daughter the mother. The British, on the other hand, had escaped the limitations which had been determined beforehand. It was the high destiny of Hongkong to aid in the inevitable work of diffusing the existing culture of all nations to every part of the earth.

The aspect of old Hongkong during the first three years of British occupation had been described by both Mr. Tarrant and Dr. Legge. At the western part, beyond where the Sailors' Home is to-day, were the tents of the 55th Regiment. Sai-yung-pun, the Chinese name of the district, meant West Camp. There were no buildings between this and the spot where the Government Civil Hospital was built. This site was occupied by two European residences. Travelling eastward, the next thing to be noticed was Tai-ping-shan where here and there were Chinese houses. The great plague scourge of 1894 decimated the inhabitants in this district. The Chinese in the beginning were allowed to build as they liked. Next came Jervis Street, now so celebrated for its Chinese New Year sales. Houses were on the northern side only, and the sea washed in between the building sites. The property between Jervis Street and the sea nowadays was worth a good deal! The streets leading up from what is now Queen's Road were few and almost deserted. There was no indication of the crowded tenements, narrow staircases and high rentals of to-day. On the west side of Pottinger Street were a few European houses; and there was a small commercial inn where merchants congregated. This inn was the forerunner of the Hongkong Club. Dr. Legge was joking about a small house called the "Bird Cage," out of which has been hatched the Hongkong Dispensary. The space between Wellington Street and Wyndham Street was garden ground on which stood one house. Above the Parade Ground, below the spot where Government House now stands, was a bungalow, the dwelling place of the first two Governors of Hongkong. The military quarters were in course of construction, there being many black Europeans had begun to occupy what is now Spring Gardens. The east end was a hospital, a very poor building. Happy Valley was covered with rice and sweet-potato fields. Perhaps the only place which in all these years had remained the same was Wong-nai-chong Village. Hongkong consisted of one long street, an imperfect line, with houses and buildings scattered on the hill-side. Now, by European capital and Chinese labour, it had been transformed into a monument of commercial activity. Dr. Legge pictured Britannia standing on the Peak and looking down with pride on the city which her sons had built.

In conclusion, Mr. Pearce spoke of some individuals. Captain Elliot, the free-trade champion, was mentioned first. Sir Henry Pottinger was not popular. In his day, he had been mentioned, Europeans went about armed with revolvers, and slept with pistols

under their pillows. Merchants' offices were guarded by armed constables, and private houses by watchmen. It was said that in those days Messrs. Jardine, Matheson and Company paid \$50 a month for twelve armed men to guard their premises at Peak Point. Sir John Davis was made noteworthy by his having sent an expedition from Hongkong to Canton. The expedition returned in 36 hours after capturing 879 guns. European residents at Canton described this enterprise as a wanton, bootless, buccannering expedition.

In this regime a poll tax was imposed on Europeans and Chinese alike, all residents having to present themselves once a year to the Registrar General. Chinese secret societies were put down, these being found guilty of this offence, a political offence, being branded on the face, and, consequently, they were boycotted by the authorities in China. Sir S. G. Bowen was a successful and popular governor. The Tai-ping rebellion broke out during his regime, and Chinese flocked to Hongkong in thousands and tens of thousands. Chinese capital flowed in and various industries were started. Sir John Bowring had been described as very learned, a good speaker, but not a man of great deeds.

TANJONG PAGAR DOCK CO.

THE EXPROPRIATION SCHEME.
From an excellent report in the *Singapore Free Press* we extract the following:—
An extraordinary general meeting of the Tanjong Pagar Dock Co. was held at the Singapore Exchange on Feb. 25th, for the purpose of considering the following resolutions.

1. That, in view of the arbitrary action of the Government, in introducing the Tanjong Pagar Dock Bill 1905, without giving an opportunity to the Company of putting forward their objections to expropriation, and the injury which the Bill, in its present form, would do to the Company, the Directors do request the Legislative Council to request the Government to withdraw the Bill from the Legislative Council on the 3rd of March next.

2. That in the event of the Bill passing the Second Reading, the Directors take such measures as they may consider advisable to endeavour to obtain such amendments of the Bill as the Legal Advisers of the Company may recommend in the interests of the Shareholders of the Company.

In moving the first resolution, Mr. J. R. Nicholson (Managing Director) said:—
This meeting has been called by the Directors for the purpose of placing before you all the information which can, and obtaining your views upon the Government's intention to expropriate your property. The motions before you have been framed in as wide a sense as possible in order to allow a full expression of opinion, and as they are so dependent one on the other, I purpose allowing the discussion to embrace the two motions as if they were one. The Directors regret that they have not been able to call you together earlier, it being expedient that before doing so they should be in possession of the views of the large Shareholders in Europe and also their Legal Advisers' opinion on the effect which the Ordinance will have on your interests as it is at present framed.

One of the main arguments of the Government in favour of Expropriation appears to be, judged from the Secretary of State for the Colonies' dispatch to H. E. the Governor dated November 4th, the fact that the Company would postpone the carrying out of the proposed extensions for the reason that its dividend might be interfered with, but what are the grounds for this fear? The Company has during the past few years, been doing all that was possible to meet the shipping requirements. The wharves have been practically doubled in extent, and its existing godowns and buildings put into excellent repair. The expenditure under maintenance and repairs during the past 4 years has been

1901	\$129,334
1902	188,181
1903	261,328
1904	332,929

A total of \$911,772.
Increased shipping facilities have not been neglected. During the past 3 years, 1,645 ft. of additional wharfage has been provided, 75,000 tons of general cargo storage capacity and 20,000 tons of coal shed capacity have been added. The slow bullock carts for the removal of transhipment cargo have been superseded by 4 miles of railway, which does an expeditionary cargo that a blockaded godown is now unburdened. The wharf at the Victoria and Albert Docks has been increased in area by 7 feet and the latter by 8 ft. 6 ins., an improvement which enabled the large steamer "Prinz Heinrich" and "Swanley" to be repaired in Singapore. A commencement has been made to lengthen the Victoria Dock. A new wharf and deeper entrance has been built to the Koppal Harbour. During the past 4 years the Company has expended on improvements—not upkeep—but solely on additional works which could have been legitimately charged to capital, no less than \$3,621,000—more than twice the amount the members have received in dividends or in other words, the members have been entitled to dividends at the rate of 36 per cent but have been content with 12 per cent and limited the return 24 per cent in the business. In addition to the sum of \$3,621,000 expended on extensions and \$911,772 on maintenance and upkeep they have further increased their liquid assets, stock, sundry debtors, investment etc. by a net amount of \$550,000. In face of these facts, the assets and increased earning power of your property amount to much more generous offer from Government than \$240 per share. Surely a body who have spent such a proportion of their earnings on improving their property and its facilities for the shipping trade, cannot be justly accused of selfish interest.

A scheme of very extensive extensions has been prepared and arrangements had been practically concluded whereby two financial houses of the first standing were prepared to advance the necessary funds on favourable terms.

During the Boxer trouble Tanjong Pagar was considerably overtaxed and complaints seem to have been spread broadcast, quite oblivious to the fact of the exceptional cause and apparently with the idea that a Commercial Concern should have part of its Capital idle for years in anticipation of dealing with such contingencies. But the old saying of "give a dog a bad name and hang him" seems to have been applied to Tanjong Pagar with undue severity. It seems that this stigma has not yet entirely disappeared but I am pleased to say that in the opinion of those whose interests we serve and who are best able to judge, the accusations are unjust. Complaints are received as they always will be, by all public undertakings of a like nature, but happily not many, and their number will continue to decrease as the Company's business grows.

European Staff is now employed overlooking the different sections and departments, old methods and usages are being gradually superseded and new machinery and plant have been put down, and every endeavour made to cope efficiently with the trade.

KODAK FILMS & ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG HING & CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

The number of vessels using the wharf in 1900—the year of the Boxer trouble—was 1930 with a registered tonnage of 3,836,160 tons—in 1904—2,356 ships used the wharf with a registered tonnage of 4,432,753 tons or an increase of 420 ships and 596,593 registered tons, and expeditiously dealt with. Under such circumstances, I ask you, on the Government's account your Directors of inactivity?

I now come to what may be considered the incidents which have immediately led up to expropriation. On my engagement as Managing Director of the Company, I was instructed to formulate a scheme for the general improvement of the Company's property and particularly with reference to increased shipping facilities. My report was not handed to the Directors until the beginning of January, 1905. I wished to be thoroughly conversant with the trade and shipping requirements of the port before deciding on any scheme. If the scheme had been drawn up within a short time of my arrival here it would not have taken the form which it did. This scheme was accepted by the Directors, but was not presented to you for reasons you are well aware of. In order to finance this scheme, the assistance of the Government was asked. The Government was asked, believing as we did, that the interests of the Colony and the Company were so intimately connected, and the money might be advanced by Government at 3 per cent, or on more favourable terms than could have been expected from financial houses or the general public. This hope, although we had good reason to believe in it, was not fulfilled. Before the Government could be expected to advance funds for the carrying out of any scheme of such magnitude, they would naturally expect to have the views of some recognised authority on its feasibility.

The London Committee therefore asked Mr. Matheson to report on the proposed scheme and I was last June called home to discuss the matter with Mr. Matheson, the result being the joint report which is now in your hands. This joint report is practically the same as the original, with the exception that it is proposed to carry out the whole of the work on the laconic dock at once instead of in sections as the exigencies of the Company might require, and the main wharf is of a somewhat heavier and stronger construction, in view of the Government assistance being expected.

On October 1st last, at the invitation of the Colonial Office, an informal meeting was held between the Colonial Office Officials and representatives of the London Consulting Committee. The object of this meeting was to discuss in an informal way the scheme as proposed in the joint report and to exchange ideas as to how and to what extent Government assistance might be expected. This was thought advisable before the Company sent in an Official application for a loan. The result was the letters, already made public, dated 14th October from the London Committee to the Colonial Office. There is one matter in connection with this interview which I should mention. It happened that the Secretary of State's dispatch to H. E. the Governor mentioned, that an impression was formed in the minds of the Colonial Office that the Company could not obtain the necessary funds on terms they could accept and they would require 30 years to complete the work. Some misapprehension must have arisen in connection with this. The Committee did not doubt they would be able to obtain the money on satisfactory terms and the time of 30 years was mentioned in connection with an alternative scheme which had been considered whereby the funds would be raised without increasing the Company's capital.

These are, as far as we are aware, all the facts in connection with the Government's decision. In spite of the good work done by the Company in meeting the growing shipping and docking requirements and its willingness to undertake the large expenditure in the near future, the Government seems to have made up its mind to expropriate, and its reasons for such must surely be weightier than those expressed in the Secretary of State's dispatch of 4th November.

With regard to the Ordinance, the amendments the Directors consider the most important are, to obtain for the Company such provisions as will ensure that the valuation of the Company's undertaking shall be made upon a fair and proper basis and that the compensation to be awarded to the Company shall be on such a scale as has been considered to be equitable in the cases of other compulsory purchases in the Colony for some time past.

By the law of the Colony, the owner of land taken compulsorily by the Government is entitled to receive, in addition to the value for the 15 per cent on that compulsory acquisition, and three times as much as the reason why the Company should in this respect be worse treated than other landowners. The Board therefore consider that the Company should endeavour to get the Bill so amended as to put the Company in the same position in this respect as other landowners in the Colony have hitherto been.

As the business of the Company will be gone when the undertaking is taken over, the Company will, after the award, be compelled to wind up and as the necessity for the liquidation is caused by the action of the Government in expropriating the undertaking, it appears only fair and reasonable that all expenses incurred by the Company after it is taken over until the compensation is paid, and in liquidation, should be borne by the Government whose action has compelled liquidation; and amendments will be put forward to this effect.

That proper compensation will be secured to officers and employees whose offices may be abolished by the act of expropriation.

It is considered equitable that the members of the London Consulting Committee should, as their Body is treated with assistance, receive compensation for the loss of their offices, and amendments in this direction have been prepared.

Several other minor amendments, which the Board think will tend to improve the Bill but which it is not at present necessary to enter into, have been prepared by the Legal Advisers of the Company, but as in the detailed consideration of a Bill of this nature, new matters are constantly suggesting themselves, the Directors think that it would be advisable, having intimated the direction of their amendments, they should be left a wide discretion as to both and form.

Both resolutions were passed.



TRADE MARK.

TELEPHONE No. 135.

IND COOPE'S ALE

PER CASK OF 8 DOZEN PINTS... \$16.00

BASS' LIGHT GRAVITY

PER CASK PINTS... \$18.00

BASS' BOAR'S HEAD

PER CASK PINTS... \$26.00

IND COOPE'S STOUT

PER CASK PINTS... \$18.50

GUINNESS' STOUT

PER CASK PINTS... \$24.00

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON

PIANO Co. LD.

30 YEARS IN CHINA WITH

17 YEARS' EXPERIENCE, OF THE

CLIMATE OF HONGKONG.

MANUFACTURE

THE ONLY

PIANOS

MADE IN HONGKONG FOR THE

CLIMATE OF HONGKONG.

\$340 TO \$495

CASH, HIRE OR CREDIT.

ALL MATERIAL AND PARTS

SEASONED HERE

YEARS BEFORE USE.

BABY GRANDS

FOR SMALL ROOMS WITH

TONE AND APPEARANCE OF

A FULL GRAND. \$890

BECHSTEIN

ROYAL PIANOS.

PIANO PLAYERS.

\$300 UPWARDS.

Hongkong, 23rd February, 1905.

603

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

1st FLOOR, WATKINS' BUILDINGS

31, Queen's Road Central.

Hongkong, 19th October, 1904.

58

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press, Codes: A.B.C., 6th St. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE UNDERSIGNED hereby wish to WARN THE PUBLIC against buying SINGER SEWING MACHINES from private individuals, unless proper SINGER COMPANY'S bill and receipt can be produced. SINGER SEWING MACHINE CO. Hongkong, 9th March, 1905. [684]

THE DAIRY FARM CO. LD. OFFICE: CORNER OF WYNDHAM STREET AND LOWER ALBERT ROAD.

AUSTRALIAN FRESH MEATS.

Read these extracts from the Press:—
[TO THE EDITOR OF THE "CHINA MAIL."] Hongkong, March 4th, 1905.

Sir—You are to be congratulated upon the wholehearted manner in which you have taken up the question of this further extension on the part of the Chinese compradors. There really seems no earthly reason for the big rise in the price of meat, and it looks all the world like "squeeze" pligins. This time, the remedy, however, is not far to seek; it only waits with the public to take advantage of an opportunity they have not had before and beyond the Chinese butchers and their evidently all-powerful Guild. Why not encourage the Dairy Farm Co. in their endeavour to popularize their excellent Australian fresh meat in Hongkong? I have long ago dispensed with my Chinese market butcher and his little tricks, and am waiting fat on the good, wholesome beef and mutton for which Australia is so justly famed. Just think of the comfort and convenience of giving your orders to intelligent and clean-looking English butchers, who give you the weight you pay for. There is no worry, no trouble. On my way home from work in the afternoon I look in at the Dairy Farm Depot in Wyndham Street, and leave my order; next morning my car brings up just what I have ordered. The Company, I am sorry to say, has not been sufficiently patronized in the past, but I am told that, with proper backing and support from the public, they would be in a position to reduce their prices and thus out do the Chinese altogether.

Yours, etc.
HOUSEHOLDER.

[TO THE EDITOR OF THE "CHINA MAIL."] HONGKONG, March 6th, 1905.

DEAR SIR,—I would like to see "Householder's" letter in your last evening's issue. Let us all combine and back up the Dairy Farm Co., and we will soon break the back of the Guild. I am a shareholder and so really get my meat cheaper than local market rates, for the simple reason that I am refunded the profits on my purchases in dividends. The Co.'s shares may be purchased through any broker; there we have a Meat Co-operative Society really established.

Yours faithfully,
METHANAC.

Hongkong, 10th March, 1905. [685]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING," Captain J. G. Spence, will be despatched for the above ports on TUESDAY, the 14th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSON & CO. LD., Agents.

Hongkong, 2th March, 1905. [639]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "GLENESK," having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being loaded at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are loaded.

Goods not cleared by the 16th inst., will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW. Hongkong, 8th March, 1905. [663]

RUNNELL PERE & FILS, RELIABLE.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents.

Hongkong, 18th May, 1903. [21]

THE DIRECTORY AND CHRONICLE FOR 1905 IS NOW READY.

Complete Edition ... \$10.00
Small ... 6.00

Obtainable at the Hongkong Daily Press Office and from the Local Booksellers.

INTIMATIONS

THEATRE ROYAL CITY HALL.

THE EVENT OF THE SEASON

THE DALLAS-BANDMANN OPERA CO.

Consisting of 35 ARTISTES 35

TO-NIGHT! TO-NIGHT! FRIDAY, MARCH 10th, "THE CINGALEE."

SATURDAY, MARCH 11th, "THE CINGALEE."

MONDAY, MARCH 13th, "THREE LITTLE MAIDS."

TUESDAY & WEDNESDAY, MARCH 14th & 15th, "THREE LITTLE MAIDS."

Deers open 8.30. Commence 9 p.m. Plan at ROBINSON PIANO CO. LD. Prices as usual.

Late Train 15 minutes after the Performance.

FRED. C. GARTON, Business Manager.

Hongkong, 10th March, 1905. [543]

HONGKONG SCHOOLS' SPORTS.

THESE SPORTS are to be held on MONDAY, March 13th. Schools desiring entry forms please apply by letter to Queen's College before FRIDAY, March 10th.

R. J. BIRBECK, G. P. DE MARTIN, Hon. Secretaries.

Hongkong, 8th March, 1905. [648]

MONGKONG CLUB.

NOTICE.

THE SEVENTH HALF-YEARLY DEBENTURES of the Hongkong Club, Payable on FRIDAY, the 31st March, 1905, will be held at the HONGKONG CLUB HOUSE, at 11 o'clock a.m. on SATURDAY, the 18th March, 1905.

Bearers of Debentures are invited to attend the Drawing.

By Order, C. H. GRACE, Secretary.

Hongkong, 9th March, 1905. [659]

NOTICE.

MESSMAN Wanted by the Ward Room Officers of H.M.S. Amphitrite for passage to England. For particulars apply on board any forenoon.

Hongkong, 7th March, 1905. [632]

A NEW DAY SCHOOL.

FOR CHINESE PUPILS will be OPENED on MONDAY, March 6th, in connection with the Young Men's Christian Association (Chinese Department) at 28, Des Vaux Road Central, Top Floor. Thorough instruction in ALL THE ENGLISH BRANCHES will be given by FIRST CLASS TEACHERS UNDER FOREMOST SUPERVISION. Central location. Rooms large and well ventilated. Rates very reasonable. Call or send for our catalogue giving full particulars. Address the Secretary as above.

Hongkong, 25th February, 1905. [534]

NOTICE.

THIS IS TO NOTIFY that all the Receipts, Contracts, Promissory Notes, Money Loans, Bonds, &c., registered in the name of HUNG-SING HONG-BUILDING CONTRACTOR, of 32, Des Vaux Road, must be signed by IU-LOK-SUN; otherwise all the Receipts, Contracts, Promissory Notes, Money Loans, Bonds, &c., simply bearing the Chop of HUNG-SING without his signature will be held as null and void.

IU-LOK-SUN, Hong Seng Firm.

Hongkong, 7th March, 1905. [644]

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that Messrs. LAUTS, WEGENER & CO., Merchants of Hongkong, have on the 14th day of December, 1904, applied for the registration in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK:—

"The representation of an eye above which are depicted rays radiating therefrom in the name of CARL SCHLEIFER, REMSCHEID, who claims to be Sole Proprietor thereof."

The TRADE MARK has been used by applicant in respect of the following goods:—

Sissors, Shears, Files, Saws, &c. in Class 12. Metal Goods not included in other Classes in Class 13.

Goods of precious Metals (including Aluminium, Nickel, Britannia Metal, &c.) and Jewellery, and imitations of such Goods and Jewellery, such as Pins, Clock Cases and Pencil Cases of such Metals, Sheffield and other plated goods, gilt and ornate work in Class 14. A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 12th day of January, 1905.

LAUTS, WEGENER & CO., Agents.

234

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sunday, excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [155]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

WITH CHAMBER FOR 10 CARTRIDGES FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO. Hongkong, 3rd October, 1900. [52]

INTIMATIONS

WANTED.

AN ASSISTANT.

Apply to—ROBINSON PIANO CO. LD. Hongkong, 8th March, 1905. [643]

LOST.

ON Monday Evening near the Union Church, a FOX TERRIER PUP, white body, pale tan on Face and Ears. Finder will be rewarded by bringing it to—FAIRALL & CO., Queen's Road.

Hongkong, 8th March, 1905. [647]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head Quarters Office, Fletcher Street, until 12 o'clock Noon, on THURSDAY, 16th March, 1905, for the undermentioned Supplies and Services for the period of Twelve Months from 1st April, 1905.

1. Hospital Supplies and Medical Comforts.

2. General Supplies and Provisions.

3. Coal, Wood, Oil, Scavenging and other Barrack Supplies and Services.

4. Washing.

5. Transport Services. Supply of Launches, Junk, Coolies, &c.

6. Forage.

Forms of tender and any particulars can be obtained on application to this Office either personally or by letter, addressed to the Officer Commanding Army Service Corps between the hours of 10 a.m. and 4 p.m.

The tenders must be properly filled up, signed and dated, and no tender will be noticed unless delivered upon the proper form at the Head Quarters Office by 12 o'clock Noon, on the above date, in a closed envelope, marked "Tender" on the outside.

The right to reject any or all tenders is reserved.

Head Quarters Office, Hongkong, 7th March, 1905. [650]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out as under:—

On MONDAY, 13th March:—

From Pak-ah-nai towards entrance to Junk Bay, at ranges of 600 to 4,000 yards, commencing at 9.30 a.m., and finishing at 11 a.m.

On WEDNESDAY, 15th March:—

From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 a.m., and finishing at 11 a.m.

On FRIDAY, 17th March:—

From Pinewood, in a North-Westerly direction, at ranges of 2,000 to 6,000 yards, commencing at 9.30 a.m., and finishing at 11 a.m.

If the weather is unfavourable on either of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

L. BARNES LAWRENCE, Capt. R.N., Harbour Master, &c.

Harbour Department, Hongkong, 6th March, 1905. [651]

TO BE SOLD.

PUBLIC HOUSE, Full Licence, Good position, Long Lease, cheap rental.

Apply—P. H., Care of Daily Press Office.

Hongkong, 8th March, 1905. [618]

FOR SALE.

PIANO, in First-class Order, moderate price. Apply in first instance—"PIANO," Care of Daily Press Office.

Hongkong, 9th March, 1904. [658]

THE AMERICAN SYSTEM OF DENTISTRY.

DR. M. H. CHAUN, 37, Des Vaux Road CENTRAL, HONGKONG. From the University of Pennsylvania, U.S.A. Hongkong, 3rd June, 1904. [163]

INSURANCES.

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE UNDERSIGNED having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. Hongkong, 1st January, 1904. [51]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE UNDERSIGNED, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 21st April, 1897. [181]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1903, £16,893,650.

I. AUTHORIZED CAPITAL... £2,000,000

SUBSCRIBED CAPITAL... 2,500,000

PAID-UP CAPITAL... 637,500 0 0

II. FIRE FUNDS... 3,656,861 12 3

The UNDERSIGNED AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 18th June, 1904. [1888]

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE UNDERSIGNED having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO. Hongkong 28th April, 1904. [532]

PUBLIC COMPANIES

GEO. FENWICK & CO. LD.

THE SIXTEENTH ORDINARY GENERAL MEETING of SHAREHOLDERS will be held in the HONGKONG HOTEL, Victoria, Hongkong, TO-MORROW (SATURDAY), the 11th day of MARCH, 1905, at 11.30 a.m., for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Directors and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th until 11th March, both days inclusive.

By Order of the Board of Directors W. G. WINTERBURN, General Manager.

Hongkong, 1st March, 1905. [580]

GEO. FENWICK AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of this Company will be held at the HONGKONG HOTEL, Victoria, Hongkong, TO-MORROW (SATURDAY), the Eleventh day of March, 1905, at 11.45 o'clock in the forenoon, when the following resolution will be proposed:—

"That Article X of the Company's Articles of Association and its marginal notes be and the same are hereby cancelled and that there be substituted therefor the following Article and marginal notes namely:

Power to X. The Company in General Meeting may from time to time increase the capital by the creation of new shares of such amount as may be deemed expedient.

2. The new shares shall be issued upon such terms and conditions and with such rights and privileges annexed thereto as the General Meeting resolving upon the creation thereof shall direct and if no direction be given as the Directors shall determine.

3. Subject to any direction to the contrary that may be given by the Meeting that sanctions the increase of capital all new shares shall be offered to the parties who on a date to be named by the Meeting shall be members in proportion to the existing shares held by them and each offer shall be made by notice specifying the number of shares to which the Member is entitled and limiting a time within which the offer if not accepted will be deemed to be declined and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the shares offered the Directors may dispose of the same in such manner as they think most beneficial to the Company.

4. Except so far as is otherwise provided by the conditions of issue or by these presents any capital raised by the creation of new shares shall be considered part of the original ordinary capital and shall be subject to the provisions herein contained with reference to the payment of calls and instalments and transfer and transmission of shares and otherwise."

Should the resolution be passed by the required majority it will be submitted for confirmation as a special resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Board of Directors, W. G. WINTERBURN, General Manager.

Hongkong, 1st March, 1905. [581]

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents on THURSDAY, the 23rd March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 6th March, 1905. [620]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the Company will be held at the OFFICES of the General Agents, Pedder's Street on THURSDAY, the 23rd March, at 12.30 p.m., for the purpose of receiving the Report and Statement of Accounts to 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 23rd March, both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 6th March, 1905. [619]

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$34 per Share for the year ending 31st December, 1903, declared at To-day's Ordinary Annual Meeting, will be Payable the Hongkong and Shanghai Banking Corporation, and Hongkong Shareholders are requested to apply for Dividend Warrants at the Company's Office, Pedder's Street, after 10 a.m. To-morrow.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 6th March, 1905. [636]

MAIL TABLES FOR 1905.

Showing the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of departure of the Mails from Europe and America and the dates on which they are due to reach Hongkong. A Special Table is devoted to the Mails to and from England.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office, Hongkong, 19th February, 1905.

AUCTIONS

PUBLIC AUCTION.

THE UNDERSIGNED have received instructions to Sell by Public Auction (on account of THE CONCERNED), TO-DAY (FRIDAY) and TO-MORROW (SATURDAY), the 10th and 11th MARCH, 1905, at 11 a.m., each day, at their SALES ROOMS, No. 8, Des Vaux Road (Corner of Ice House Street), A LOT of MISCELLANEOUS ARTICLES, Comprising:—

ELECTRO-PLATED TEA SET, SHEPHERD KNIVES, FORKS AND SPOONS, JAM AND BISCUIT JARS, SARDINE BOXES ON E.P. STANDS, GLADSTONE BAGS, SILK UMBRELLAS, BLANKETS, COUNTERPANES, PERFUMERY, GLASS FLOWER HOLDERS, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 8th March, 1905. [652]

PUBLIC AUCTION.

THE UNDERSIGNED have received instructions from the OFFICIAL RECEIVER IN BANKRUPTCY, to Sell by Public Auction, TO-DAY (FRIDAY), the 10th MARCH, 1905, at Noon, on the Premises, at Nos. 27 & 35, Connaught Road Central, THE GOODS AND CHATELAIN OF THE HANG ON FIRE, Nos. 27 & 35, Connaught Road Central, 47 Casks GUINNESS'S EXTRA STOUT, 28 Casks BASS'S BEER (bottled by E. & J. BURKE), 19 Cases ASSORTED SYRUP, 1 Cask SODA, &c., &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 8th March, 1905. [622]

PUBLIC AUCTION.

THE UNDERSIGNED have received instructions to Sell by Public Auction TO-MORROW (SATURDAY), the 11th day of MARCH, 1905, at 11 o'clock in the forenoon, at the Premises of the Registrar of the Supreme Court of Hongkong, pursuant to the Order for sale made in Action No. 24 of 1905, Original Jurisdiction, and dated the 25th day of February, 1905, 800 LOGS OF TIMBER.

Stored on Inland Lot No. 905, Belchers Street, Kennedy Town, Victoria

SHIPPING.

ARRIVALS.
DECEMA, German steamer, 734, H. Schalk, 9th Mar., from Amoy, Suez and Swatow 8th Mar., General—Oskar Shoen Kaisha.
DR. H. J. KIEB, German steamer, 1,220, Larson, 9th Mar., from Amoy, Suez and Swatow 8th Mar., General—A. R. Marly.
GERMANIA, German steamer, 1,714, J. Bruhn, 9th Mar., from Amoy, Suez and Swatow 8th Mar., General—A. R. Marly.
GLANSK, British steamer, 2,272, J. Rafferty, 9th Mar., from Amoy, Suez and Swatow 8th Mar., General—McGregor Bros. & Co.
HETLAS, German steamer, 1,333, Rods, 9th Mar., from Amoy, Suez and Swatow 8th Mar., General—A. R. Marly.
MATHIEDE, German steamer, 678, Jorgensen, 9th Mar., from Amoy, Suez and Swatow 8th Mar., General—A. R. Marly.
SURATA, British steamer, 3,120, England, 9th Mar., from Amoy, Suez and Swatow 8th Mar., General—A. R. Marly.

CLARANCES.
AT THE HARBOR MASTER'S OFFICE.
9th March.
Kennel, German steamer, for Swatow.
Scandia, British steamer, for Yokohama.
Taiwan, British steamer, for Ningbo.
Tiangy, British steamer, for Swatow.

DEPARTURES.
9th March.
BRUNEL, British steamer, for Nagasaki.
BRUNEL, British steamer, for Bangkok.
BRUNEL, British steamer, for Canton.
HAICHING, British steamer, for Canton.
QUINTA, German steamer, for Swatow.
RICHMOND CASTLE, British steamer, for New York.
TONGSHING, British steamer, for Canton.

SHIPPING REPORT.
 The German steamer *Hellas* reports: Fresh monsoon to Oahu Island; from there to port moderate to light westerly winds and fine weather.

VESSELS IN DOCK.
9th March.
ABERDEEN DOCK.—*Scholar*, *Liberty*, *Venus*, *Taiwan*, *H.M.S. Juno*, *Chingta*, *Chunwei*, *Ledian*.
COMMERCIAL DOCK.—*Rejoub*.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.
PLY MOUTH AND LONDON.
 Through bills of lading issued for BATAVIA, PERAK, GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE STEAMSHIP.
"BENGAL."
 Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 11th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's steamer, *Decima*, 6,610 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer, proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Persia," due in London on the 22nd April, 1905.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
E. A. HEWETT,
 Superintendent.
 Hongkong, 27th February, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
 (Calling at MANILA, PORT DARWIN & QUEENSLAND Ports, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE STEAMSHIP.

"EASTERN."
 Captain W. Ellis, will be despatched for the above ports on MONDAY, the 13th inst., at DAYLIGHT.
 This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This steamer is installed throughout with the Electric Light.
 A duly qualified Surgeon and Stewardess are carried.
 N.B.—To ensure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 21st February, 1905.

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAYA & MACASSAR.
 (taking cargo to all ports in Netherlands India on through Bill of Lading.)
THE STEAMSHIP.

"TUMAHU."
 Captain Zarrissano, will be despatched for the above ports on or about the 18th inst.
 For information as to Freight and Passage, apply to the
 Head Agent of the
JAVA-CHINA-JAPAN LINE.
 (Alexandra Building, 3rd Floor).
 Hongkong, 8th March, 1905.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
 Company's Steamship

UNION-THESHIRE.
 H. Burch, will be despatched for the above ports on or about MONDAY, 14th March.
 This steamer has superior accommodation for passengers.
 For Freight or Passage, apply to
SHAW, TOMES & CO.,
 Agents.
 Hongkong, 27th February, 1905.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
GROUN, British ship, J. White—Steamship Oil Co.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island, and these vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	BENGAL	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	JAPAN	Brit. str.	—	E. P. Martin, R.N.E.	P. & O. S. N. Co.	About 15th inst.
AMSTERDAM, LONDON & ANTWERP	MERIONTHSHIRE	Brit. str.	—	C. H. Burch	SHAW, TOMES & CO.	About 20th inst.
AMSTERDAM, LONDON & ANTWERP	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP	MACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th April.
AMSTERDAM, LONDON & ANTWERP	AGAMEMNON	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINE	On 25th April.
MARSEILLES, &c. via PORTS OF CALL	GERANION	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINE	On 18th inst.
MARSEILLES, &c. via PORTS OF CALL	PERSEUS ALION	Ger. str.	k. w.	Behrens	HAMBURG-AMERIKA LINE	On 15th inst., at 1 p.m.
MARSEILLES, &c. via PORTS OF CALL	SERVA	Ger. str.	k. w.	P. Wetlin	MELCHERS & CO.	On 4th April.
HAYRE & HAMBURG	SILANIA	Ger. str.	k. w.	Bahlo	HAMBURG-AMERIKA LINE	On 18th April.
HAYRE & HAMBURG	SILANIA	Ger. str.	k. w.	Madsen	HAMBURG-AMERIKA LINE	On 2nd May.
HAYRE & HAMBURG	SEGROVIA	Ger. str.	k. w.	Schoenfeldt	BUTTERFIELD & SWIRE	On 15th inst.
GENOA, MARSEILLES & LIVERPOOL	PATROCLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th April.
GENOA, MARSEILLES & LIVERPOOL	ALCIBIOUS	Brit. str.	1 m.	—	SANDER, WIELER & CO.	On 28th inst., p.m.
TRIESTE, &c. via SINGAPORE, &c.	M. BACQUHUM	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINE	To-day.
NEW YORK, via PORTS & SUEZ CANAL	AM. ALBION	Brit. str.	—	Nicholas	DODWELL & CO. LD.	Quick despatch.
NEW YORK, via PORTS & SUEZ CANAL	ST. PHILAS	Brit. str.	—	Habel	STANDARD OIL CO.	On 9th April.
NEW YORK, via PORTS & SUEZ CANAL	NUBIA	Ger. str.	k. w.	Barnett	STANDARD OIL CO.	About 23rd April.
NEW YORK, via PORTS & SUEZ CANAL	HUDSON	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 15th inst.
NEW YORK, via PORTS & SUEZ CANAL	ATHENS	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 29th inst.
NEW YORK, via PORTS & SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst.
VANCOUVER, via SHANGHAI, &c.	QANFA	Brit. str.	—	F. G. Parington	DODWELL & CO. LIMITED	On 30th inst.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	PERIARDES	Brit. str.	—	J. H. Rinder	NIPPON YUSEN KAISHA	About 18th inst., at 4 p.m.
VICTORIA (B.C.) & SEATTLE via NAGASAKI, &c.	MICROMEDUS	Brit. str.	—	Wagner	PORTLAND & ASTORIA S.S. CO.	On 31st inst., at Daylight.
SEATTLE, via SHANGHAI & JAPAN	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 13th inst., at Daylight.
PORTLAND, OREGON	CHANGSHA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
AUSTRALIAN PORTS	CYCLON	Brit. str.	—	C. P. Goldsmith, R.N.E.	P. & O. S. N. Co.	About 19th inst.
AUSTRALIAN PORTS	TIENSIN	Brit. str.	1 m.	C. D. Goldsmith, R.N.E.	P. & O. S. N. Co.	About 11th inst.
YOKOHAMA, via SHANGHAI, MOI & KOBE	CHINOTU	Brit. str.	—	F. N. Tiltard	BUTTERFIELD & SWIRE	On 21st inst.
YOKOHAMA, via SHANGHAI, MOI & KOBE	WOBANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 13th inst., at 4 p.m.
YOKOHAMA, via SHANGHAI, MOI & KOBE	NUBIA	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 11th inst.
YOKOHAMA, via SHANGHAI, MOI & KOBE	RUBI	Brit. str.	—	A. H. Notley	BUTTERFIELD & SWIRE	To-day.
YOKOHAMA, via SHANGHAI, MOI & KOBE	TRIUMPH	Ger. str.	—	A. Hansen	SHAW, TOMES & CO.	On 15th inst., at Daylight.
YOKOHAMA, via SHANGHAI, MOI & KOBE	FRITZJOFF	Ger. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 12th inst., at Daylight.
YOKOHAMA, via SHANGHAI, MOI & KOBE	B. BJORNSEN	Ger. str.	—	Schlaikier	OSAKA SHOSHEN KAISHA	On 19th inst., at Daylight.
YOKOHAMA, via SHANGHAI, MOI & KOBE	DECEMA	Ger. str.	2 h.	Rosch	DOUGLAS LAFRAIK & CO.	To-morrow, at Daylight.
YOKOHAMA, via SHANGHAI, MOI & KOBE	HAITAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th inst., at 9 a.m.
YOKOHAMA, via SHANGHAI, MOI & KOBE	LOONGSANG	Brit. str.	1 m.	R. Roder	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
YOKOHAMA, via SHANGHAI, MOI & KOBE	TAMING	Brit. str.	—	T. W. Garlick	SHAW, TOMES & CO.	On 18th inst., at 10 a.m.
YOKOHAMA, via SHANGHAI, MOI & KOBE	FRONTON	Am. str.	—	Zarrissano	DODWELL & CO. LD.	About 18th inst.
YOKOHAMA, via SHANGHAI, MOI & KOBE	KATFONG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th inst.
YOKOHAMA, via SHANGHAI, MOI & KOBE	TYMARI	Dut. str.	—	—	JATA-CHINA-JAPAN LINE	About 18th inst.
YOKOHAMA, via SHANGHAI, MOI & KOBE	FOOSHING	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 3 p.m.
YOKOHAMA, via SHANGHAI, MOI & KOBE	LIGHTNING	Brit. str.	—	J. G. Spence	DAVID SASSON & CO., LD.	On 14th inst., at 3 p.m.
YOKOHAMA, via SHANGHAI, MOI & KOBE	ISCHIA	Ital. str.	—	Magarini	CARLOWITZ & CO.	On 14th inst., at Noon.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINIDAD, SOUTH AMERICAN PORTS, LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

DESTINATIONS	SAILING DATES	Freight & Passengers
• RHENANIA (MARSEILLES, HAYRE & HAMBURG)	On 18th Mar.	Passenger.
• SUEVIA (HAYRE and HAMBURG)	On 4th April.	Freight.
• SILEBIA (Calling at Singapore, Penang and Colombo)	On 18th April.	Freight & Passengers.
• SLAVONIA (Calling at Singapore, Penang and Colombo)	On 2nd May.	Freight & Passengers.
• SEGROVIA (HAYRE and HAMBURG)	On 16th May.	Freight.
• ANDALUSIA (Calling at Singapore, Penang and Colombo)	10th Mar.	Freight.
• NUBIA (NEW YORK via SUEZ)	On 9th April.	Freight.

HAMBURG-AMERIKA LINIE.
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and Stewardess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	A. H. Nooley	Amoy and Manila.	Fri., 10th Mar., 10 A.M.
ZAFIRO	2540	R. Rodger	Manila.	Sat., 18th Mar., 10 A.M.

For Freight or Pass apply to
SHAW, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 6th March, 1905.

GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE
 NORTHERN PACIFIC AND GREAT NORTHERN RAILWAY
 OF UNITED STATES, AMERICA

SEATTLE.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
 The Magnificent New Twin-screw Steamship

"MINNESOTA."

Tons 20,718 Gross Reg. CAPACITY 28,000 TONS.
 (J. H. RINDER, COMMANDER).

Will sail on or about
SATURDAY, 18th MARCH, AT 4 P.M.
 Conveying FREIGHT at through rates to INTERIOR POINTS U.S.A., NEW YORK and CANADA; also PASSENGERS to the UNITED STATES, EUROPE, &c.

This steamer is luxuriously fitted with spacious SUITES and STATEROOMS; equipped with LIBRARY, MUSIC, SMOKING ROOMS, NURSERY, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURES and Valuable Cargo.
 PARCELS carried at low rates to all points of U.S.A. in connection with the Northern Pacific and Great Northern Express Companies.

For FREIGHT or PASSAGE, apply to
GEO. SUTHERLAND, NIPPON YUSEN KAISHA,
 GENERAL TRAFFIC MANAGER. AGENTS.
 Hongkong, 1st March, 1905.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO ON CHIN-WAN-TAO, TO DURBAN, NATAL.
 The following chartered steamers will run at intervals of about 3 weeks:—

STEAMERS	LEAVING
S.S. "LOTHIAN"	... Captain J. C. Williamson.
S.S. "INDRAVELLI"	... Captain S. Callington.
S.S. "COURTFIELD"	... Captain J. W. Martin.
S.S. "GRANLEY"	... Captain W. E. Steele.
S.S. "IKBAL"	... Captain M. Robertson.
S.S. "ASCOT"	... Captain C. E. Cox.
S.S. "SIRIK"	... Captain J. Rowley.
S.S. "INKULA"	... Captain Doan.
S.S. "KATHERINE PARK"	... Captain Copp.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
 AGENTS.
 Hongkong, 10th February, 1905.

OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
 HONGKONG, SOUTH CHINA COAST PORTS
 AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG
 SUBJECT TO ALTERATION.

STEAMERS	LEAVING
FOR ANPING, VIA SWATOW	"DECIMA" ... SATURDAY, 12th Mar., at Daylight.
AND AMOY	SCHLAIKIER ... SUNDAY, 13th Mar., at Daylight.
TAMUI, VIA SWATOW	H. A. HARALDSEN ... at Daylight.
AND AMOY	"TRIUMPH" ... WEDNESDAY, 15th Mar., at Daylight.
FOOCHOW, VIA SWATOW	A. HANSEN ... Mar., at Daylight.
AND AMOY	"B. BJORNSEN" ... SUNDAY, 19th Mar., at Daylight.
TAMUI, VIA SWATOW	C. OLSEN ... at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's Hongkong Office No. 8 Des Voeux Road Central.
 T. ARIMA, Manager.
 Hongkong, 27th February, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN
 STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC; also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO PASSENGERS AND LUGGAGE.
 N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE ENTIRE VOYAGE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
PRINZESS ALICE	... WEDNESDAY 16th March
PRINZ REGENT LUITPOLD	... WEDNESDAY 20th March
PRINZ HEINRICH	... WEDNESDAY 24th March
PRINZ EITEL FRIEDRICH	... WEDNESDAY 28th March
PREUSSEN	... WEDNESDAY 31st March
ROON	... WEDNESDAY 4th April
BAYERN	... WEDNESDAY 7th April
ZITEN	... WEDNESDAY 10th April
GNEISENAU	... WEDNESDAY 13th April
SACHSEN	... WEDNESDAY 16th April
SCHARNHORST	... WEDNESDAY 19th April
PRINZ HEINRICH	... WEDNESDAY 22nd April
PRINZ EITEL FRIEDRICH	... WEDNESDAY 25th April

ON WEDNESDAY, the 15th day of MARCH, 1905, the Steamship PRINZESS ALICE, Captain P. Wetlin, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port at Noon on MONDAY, 13th March. Cargo and Shipping Orders will be granted till Noon on MONDAY, 13th March, and Parcels will be received on Board until 5 p.m. on TUESDAY, 14th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a D. and S. Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & CO., AGENTS.
 Hongkong, 2nd March, 1905.

NAVIGAZIONE GENERALE ITALIANA.

(Fiorio and Rubattino United Companies.)
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship.
"ISCHIA."
 Captain Maganzini, will be despatched as above on TUESDAY, the 14th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
 Agents.
 Hongkong, 4th March, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAYRE, BORDAUX, NEAN, AND BLACK SEA PORTS.

THE Steamship.
"OCEANIE."
 Captain Iver, will be despatched for MAIL-SEILLES on TUESDAY, the 21st March, at 1 p.m.

Passes tickets and through Bills of Lading issued at above ports.
 Cargo also booked for principal places in Europe.

Next ships will be as follows:
S.S. "BOUANE" ... 4th April.
S.S. "ONKIN" ... 18th April.
S.S. "DUMBEA" ... 2nd May.

L. BRIDOU, Acting Agent.
 Hongkong, 8th March, 1905.

REGULAR TEAMSHIP SERVICE TO NEW YORK.
 VIA PORTS AND SUEZ CANAL
 (TH LIBERTY CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG, 1905.
ST. FILLANS" ... 23rd Mar.
LOWTHER CASTLE" ... 18th April.
 For Freight and further information, apply to
DODWELL & CO. LD.,
 Agents.
 Hongkong, 23rd February, 1905.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ and PORT SAID.
 (Taking Cargo at through rates to the BRAZIL, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship.
"MARQUE BACQUEHEM."
 Captain Rassevich, will be despatched as above on TUESDAY, the 25th inst., p.m.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
 Agents.
 Hongkong, 4th March, 1905.

FOR CANTON.

THE new and

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND HUMBATA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ALCINOUS"	On 15th March.
GLASGOW and LIVERPOOL	"CANFA"	On 21st March.
GLASGOW and LIVERPOOL	"KAISOW"	On 28th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 1st April.
GLASGOW and LIVERPOOL	"JASON"	On 8th April.
GLASGOW and LIVERPOOL	"LAERTES"	On 15th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 22nd April.
GLASGOW and LIVERPOOL	"CHINGWO"	On 29th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 6th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 20th May.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.
AMSTERDAM, LONDON and ANTWERP	"PATROCLUS"	On 15th March.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"AGAMEMNON"	On 27th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"CANFA"	On 24th March.
	"TELEMACHUS"	On 20th April.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th February, 1905.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"TAIWAN"	On 10th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 14th March.
MANILA	"TAMING"	On 14th March.
CEBU and ILOILO	"KAIFONG"	On 18th March.
KOBE	"CHINGTU"	On 21st March.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th March, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
† PLEIADES	3,753	F. G. Purington	Thursday, March 30th
SHAWMUT	9,606	E. V. Roberts	Thursday, April 13th
TREMONT	9,606	T. W. Garlick	Saturday, May 6th
LYRA	4,417	G. V. Williams	Monday, May 15th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

TREMONT 9,606 tons. T. W. Garlick. About 18th April.

† LYRA 4,417 tons. G. V. Williams. About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.
Hongkong, 20th February, 1905.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON, &c.	"BENGAL"	Noon, 11th March	See Special Advertisement.
SHANGHAI	"NUBA"	About 11th March	Freight and Passage.
KOBE	"TREMONT"	About 11th March	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"JAPAN"	About 15th March	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea)	"OSLON"	About 19th March	Freight and Passage.

For further Particulars, apply to

H. A. HEWETT,
Superintendent.

Hongkong, 27th February, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.
FOR

STEAMERS	TO SAIL
MANILA	"LOONGSANG" Friday, 10th Mar., 4 P.M.
SINGAPORE and SOERABAYA	"FOOSHING" Saturday, 11th Mar., 3 P.M.
TIENSIN	"WOSANG" Monday, 13th Mar., 4 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 8th March, 1905.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S.	Tons	WEDNESDAY, 15th Mar.
"ATHENIAN"	3,882	On 15th March.
"EMPEROR OF INDIA"	6,000	On 22nd March.
"EMPEROR OF CHINA"	6,000	On 29th March.
"EMPEROR OF JAPAN"	6,000	On 5th April.
"EMPEROR OF AUSTRALIA"	6,000	On 12th April.

† Taking Cargo on Through Bills of Lading to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. W. GRADDOCK, Acting General Agent,
9, Pedder Street.

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	First half of April	JAVA PORTS	First half of April
TJILATJAP	JAVA	First half of April	JAPAN via SHANGHAI	First half of April
TJIMAH	JAPAN	First half of April	JAVA PORTS	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.

Alexandra Buildings, 3rd Floor.
Hongkong, 10th March, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP VIA INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	TO SAIL AT DAYLIGHT ON
"NICOLOMBIA"	4,370	Wagner	March 31st, 1905.
"NIMANTIA"	4,370	Bremer	April 20th, 1905.
"ARABIA"	4,483	Bahle	May 11th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 15th February, 1905.

FOR NEW YORK
via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR
COAST).

THE Steamship
"SCHUYLKILL,"
Captain Nicholas, due here on April 1st, will
have prompt despatch as above.

She will be followed by the "HUDSON,"
Captain Jernett, sailing hence on or about
April 2nd.

For Freight & further information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
Oriental Freight Department,
4, Des Voeux Road, Central,
Hongkong, 3rd March, 1905.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all principal ports in
South America, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE
thither by the steamers of the NORTHERN
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TOWBOAT CO.'S, OCEAN S.S. CO.,
and CHINA MUTUAL S.S. CO.

For Further Particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

EXTRA COPIES of Daily Press are on
sale daily at Mr. H. BUTTONE'S
KOWLOON STORE, No. 36, Elgin Road.
Price 15 cents per copy cash.
Hongkong, 22nd December, 1903.

—Chinking 28th Feb. Oil and Ground-
nuts—Chinese.

LOONGSANG, German str., 1,500, Kalkofen, 7th
March.—Shanghai 4th March, General.

LOONGSANG, British str., 1,092, G. S. Weigall,
7th March.—Manila 4th March, General.

Jardine, Matheson & Co.
LOTHIAN, British str., 3,711, J. C. Williamson,
12th Feb.—Port Natal 15th Jan.—Dodwell
& Co.

MANCHURIA, American str., 8,750, J. W. Saun-
ders, 5th March.—San Francisco 2nd Feb.
and Manila 2nd March, General.—P. M. S.
S. Co.

MENDEZ, British str., 2,925, G. S. McGregor,
2nd March.—Weihaiwei 25th February.—
Admiralty.

NORD, Norwegian str., 1,074, Fendberg, 3rd
March.—Cardiff 31st Dec. and Singapore
22nd Feb. Coal.—Dodwell & Co.

PETREARCH, German str., 1,252, C. Abrams, 2nd
Mar.—Saigon 25th Feb. Rice and Gen-
eral.—Sander, Wieler & Co.

PRISANULOK, German str., 1,267, C. Fuchs, 6th
March.—Bangkok 27th Feb. Rice and
Meal.—Butterfield & Swire.

QUEEN LOUISE, British str., 2,170, W. A.
Nicoll, 6th March.—Moji 28th Feb. Coal.
—Dodwell & Co.

RAJABUR, German str., 1,056, G. Wendler,
4th March.—vatore 3rd March, General.
—Butterfield & Swire.

RUTH, British str., 1,611, R. W. Almond, 6th
March.—Manila 4th March, General.—
Sheehan, Tones & Co.

RUTH, Norwegian str., 2,239, Thor. Holliesen,
27th Feb.—Kuchino 22nd February,
Coal.—Mitsui Bussan Kaisha.

SAINT CUTHBERT, British str., 3,166, John
Lewis, 18th Feb.—from Durban, Coal.—
Dodwell & Co.

ST. LOUIS, French ship, 1,623, Mathis, 23rd
Feb.—New York 4th Mar. Oil.—Standard
Oil Co.

SANDBURST, British str., 2,768, Robertson,
12th Feb.—Cardiff 26th Dec. and Colombo
27th Jan. Coal.—Dodwell & Co.

SAMBA, German str., 3,623, H. Lanning, 8th
March.—Shanghai 5th March, General.—
Hamburg-America Linie.

SILVIA, German str., 3,468, Bahle, 7th March,
—Singapore 1st March, General.—Ham-
burg-America Linie.

STORA NORDBISK, Danish str., 595, H. C. A.
Peterson, 8th March.—Shanghai 1st Mar.
Cable.—G. N. Telegraph Co.

TAIWAN, British str., 1,109, H. Harder, 5th
March.—Shanghai 28th Feb. and Amoy
4th Mar. General.—Butterfield & Swire.

TIENHUI, British str., 2,555, C. D. Goldsmith,
6th March.—Bombay 15th Feb. General.—
P. & O. S. N. Co.

TINGCAN, British str., 1,045, D. H. Lawrence,
26th Feb.—Wuhu 21st Feb. Rice.—
Jardine, Matheson & Co.

VENUS, American str., 614, Antonio de Armas,
23rd Feb.—Manila 18th Feb. General.—
Barretto & Co.

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